



DEPARTMENT OF THE NAVY

NAVAL AIR SYSTEMS COMMAND
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS
WASHINGTON, DC 20361 -0001

IN REPLY REFER TO

NAVAIRINST 13820.1A
AIR-551
6 Oct 89

NAVAIR INSTRUCTION 13820.1A

From: Commander, Naval Air Systems Command

Subj: AIRCRAFT CARRIER CATAPULT DEADLOADS

Ref: (a) NAVAIRINST 3120.1B

1. Purpose. To delineate responsibilities and delegate authority for the Naval Air Systems Command to manage the aircraft carrier catapult deadload program per reference (a).
2. Cancellation. This instruction supersedes NAVAIR Instruction 13820.1 of 17 October 1984. Since this is a major revision, changes are not indicated.
3. Background. Deadloads are specialized shipboard test equipment used to certify or confirm catapult performance; specifically, end speed and acceleration under actual load conditions. Catapult deadload testing is required for new installations, after overhaul or replacement of a launch valve, or after a performance related modification is accomplished. Since the probability of damage to a deadload during testing increases in proportion to the square of the velocity required to certify catapult performance, the incidence of repair has dramatically increased due to the high speed shots required to certify today's launching systems. A coordinated deadload overhaul and replacement program is a key factor in the maintenance of high reliability and safety required for these mission essential launching systems.
4. Responsibilities
 - a. Naval Air Systems Command Headquarters (NAVAIRHQ). The Ship and Shore Installations Division (AIR-551) has overall management responsibility and will fund the acquisition, overhaul, and engineering support provided by the Naval Air Engineering Center (NAVAIRENGCEN) for the deadload program.
 - b. Naval Sea Systems Command. While in their custody for new construction and service life extension programs, the Aircraft Carrier Program Manager (PMS 312) is responsible for funding and directing the following actions at public or private shipyards:
 - (1) Performing repairs necessary to maintain deadloads in ready for issue condition including replacement of tires, tubes, axles, bridles, etc., as well as skin and structural repairs.
 - (2) Replenishing spare parts depleted from the inventory received.



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6 Oct 89

(3) Informing the NAVAIRENGCEN and the appropriate type commander (TYCOM) semiannually of the deadload's material condition.

(4) Moving deadloads within shipyards and preparation for transportation outside the shipyard, including rigging services.

(5) Conducting joint inspections of material condition and spare parts inventory with NAVAIRENGCEN personnel prior to shipping.

(6) Upon fulfilling planned certification requirements, informing NAVAIRENGCEN by message that deadloads are available and ready for use.

(7) Ensuring the activity which has physical custody of the deadload provides shipping requirements, including shipment and delivery dates, to the installation transportation officer in sufficient time to support known test schedules.

c. TYCOM's. Task shipyards, Supervisor of Shipbuilding, or Naval Aviation Depots to accomplish the following for deadloads while in their custody to satisfy TYCOM funded test requirements:

(1) Repair and maintain deadloads in ready to use condition including replacement of tires, tubes, axles, bridles, etc., as well as skin and structural repairs.

(2) Replenish spare parts depleted from the inventory received.

(3) Prepare deadloads for transportation, including rigging services.

(4) Direct shipping and receiving activities or their agents to conduct joint inspection of material condition and spare parts inventory prior to shipping.

(5) Verify by message to NAVAIRENGCEN that deadloads are available and ready for use.

(6) Ensure the activity which has physical custody of the deadload provides shipping requirements, including required shipment and delivery dates, to the installation transportation officer in sufficient time to support known test schedules.

d. NAVAIRENGCEN is responsible for performing the following transportation related activities:

(1) Ensuring that all shipping information has been provided to the activity with physical custody of the deadload as well as the TYCOM, receiving activity, and other appropriate interested activities.

1808

2

2

(2) Preparing and forwarding to NAVAIRHQ, when requested, estimated movement requirements for the program. The data required is in short tons with origin and destination by fiscal year for 3 years.

e. Aviation Supply Office (ASO). As the deadload component inventory control point, ASO is responsible for providing supply support for deadloads.

5. Action. NAVAIRINGCEN will assume engineering and acquisition responsibility for the deadload program and will manage the associated in-service engineering, maintenance, and acquisition activities which include

- a. design engineering;
- b. procurement of end items;
- c. incorporation of changes;
- d. overhaul;
- e. integrated logistics support planning;
- f. definition and upkeep of maintenance, use, and storage procedures;
- g. configuration control;
- h. positioning; and
- i. end item inventory management.

6. Delegation of Authority. Authority is delegated to NAVAIRENGCEN to accomplish AIRTASK assignments for in-service engineering for deadloads. Decisions on engineering matters pertaining to in-service equipment will not normally require approval by NAVAIRHQ. However, since the funding for in-service functions remains the responsibility of NAVAIRHQ, the authority to perform the following is not delegated:

- a. Authorizing engineering change proposals requiring extensive engineering effort.
- b. Procuring hardware and ancillary equipment for service use.
- c. Authorizing work that
 - (1) exceeds budget or funds provided;
 - (2) alters NAVAIRHQ established priorities; or

NAVAIRINST 13820.1A
6 Oct 89

(3) requires personnel exceeding authorized manning.



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1808